

BookletChartTM

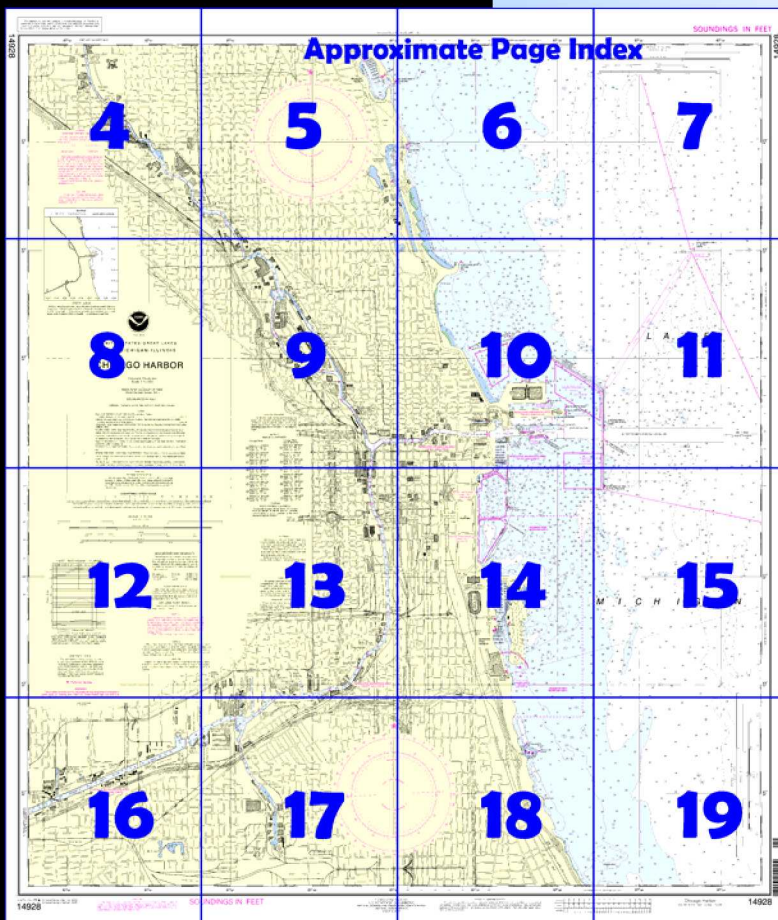
Chicago Lake Front

(NOAA Chart 14928)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

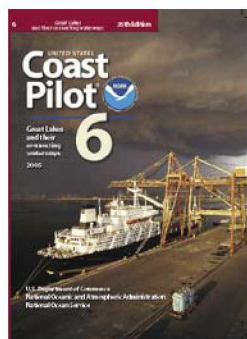
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 11 excerpts]

(540) **Chicago Harbor**, on the SW shore of Lake Michigan 11 miles N of Calumet Harbor, serves the city of **Chicago, Ill.**, and along with Calumet Harbor, forms one of the largest inland ports in the world. The harbor comprises an outer harbor with outer and inner basins and an inner harbor formed by the **Chicago River** and its branches. While there is some deep-draft traffic in the harbor, barge traffic from the Mississippi River via the Illinois Waterway constitutes the major

use of Chicago Harbor. The major commodities handled at the deep-draft facilities in the harbor are general cargo, newsprint, salt, and cement. Prominent features

(541) The skyline of Chicago is prominent in general, and its three tallest buildings are conspicuous. The 1,454-foot Sears Tower, 1.3 miles SW of the river mouth, is reported to be the tallest building in the world. Its top

is usually obscured by any fog or inclement weather. The white 1,136-foot Standard Oil building is 0.5 mile SW of the river mouth. The dark brown trapezoidal 1,107-foot John Hancock Center 0.9 mile NW of the river mouth has two prominent lighted towers on its roof. (542) **Chicago Harbor Light** (41°53.4'N., 87°35.4'W.), 82 feet above the water, is shown from a white conical tower on the S end of the breakwater on the N side of the entrance channel. (543) The harbor consists of an outer harbor of refuge protected by breakwaters on the NE and E sides and an inner basin at the natural mouth of the Chicago River. The inner basin is protected by breakwaters and bulkheads. The outer harbor is entered from Lake Michigan through a dredged entrance channel leading W between the NE and E breakwaters. The entrance channel is marked by buoys, and the ends of the breakwaters are marked by lights. The outer harbor affords access to the municipal pier on the W side of the harbor and to the entrance channel to the inner basin. A 400-foot-wide breakwater gap at the N end of the outer harbor is marked by lights. The end of the breakwater on the E side of the gap is partially submerged. Caution should be exercised when transiting the gap.

(544) The inner basin, on the S side of the mouth of Chicago River, is entered from the W side of the outer harbor through the **Chicago Lock**. The SE guide wall of the lock is marked at the outer end by a light and fog signal. The inner basin and the river may only be entered through the lock, as bulkheads attach the inner end of the lock to shore and to the inner breakwater, and a bulkhead extending from the shore to the inner breakwater separates the inner basin from the small-craft basin SW of the outer harbor. The dredged river entrance channel extends from the lock across the N side of the inner basin through the mouth of the river upstream to Rush Street.

(548) **Ogden Slip**, at the N end of the inner basin, is N of and parallel to the mouth of the Chicago River. The slip extends about 0.4 mile into the shoreline, and in 1977, had a centerline controlling depth of 16 feet except for shoaling at the W end.

(549) From its mouth, the Chicago River leads W for 1.3 miles to the junction of North Branch and South Branch. From the junction, **North Branch** leads NNW for 1 mile to the junction with **North Branch Canal**, thence these two channels continue NNW, separated by Goose Island, and rejoin at a turning basin at North Avenue. South Branch extends 4 miles S and SW to the junction with **South Fork** and continues SW for 0.8 mile to the Chicago Sanitary and Ship Canal. South Fork extends 1.3 miles S from South Branch.

(555) **North Shore Channel** joins North Branch about 5.5 miles above the turning basin at North Avenue and extends about 8 miles N to the harbor at Wilmette, Ill. The controlling depth in the channel is about 7 feet. A lock which blocks the channel at Wilmette is inoperable and is closed to all navigation.

(583) A small-craft basin, protected by breakwaters, is entered from eastward through an opening in the breakwaters about 0.9 mile S of the natural entrance of the Chicago River. The entrance to the basin is marked by lights. Gasoline, diesel fuel, water, ice and launching ramps are available. Several other small-craft basins along the Chicago lakefront are described under separate headings.

(585) This waterway is a system of channels connecting Lake Michigan with the **Mississippi River** at Grafton, Ill. From the mouth of the Chicago River to the Mississippi River, the waterway is 327 miles long. The **Illinois River**, from its headwaters at the confluence of the **Des Plaines River** and **Kankakee River** to its mouth at the junction with the Mississippi River, constitutes about 273 miles of the waterway. The waterway may be entered through Chicago Harbor via the Chicago River and the Chicago River South Branch, or through Calumet Harbor via the Calumet River, the **Little Calumet River**, and the **Calumet Sag Channel**. These channels connect with the **Chicago Sanitary and Ship Canal** which leads SW to connect with the Des Plaines River at

Lockport. The waterway follows the Des Plaines River to the head of the Illinois River and thence down the Illinois River to the junction with the Mississippi River at Grafton.

Table of Selected Chart Notes

Pump-out facilities

Corrected through NM Apr. 30/05
Corrected through LNM Apr. 19/05

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Published 01

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

~~~~~

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.003" southward and 0.371" westward to agree with this chart.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

|                  |        |             |
|------------------|--------|-------------|
| Chicago, IL      | KWO-39 | 162.550 MHz |
| Crystal Lake, IL | KXI-41 | 162.500 MHz |
| Lockport, IL     | KZZ-81 | 162.425 MHz |

### CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Chicago, Illinois.

Refer to charted regulation section numbers.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Chicago, Ill.

### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

### SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

### CAUTION

#### POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**SAILING DIRECTIONS.** Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line of or near the middle of the course.

**AIDS TO NAVIGATION.** Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**SYMBOLS AND ABBREVIATIONS.** For complete list of symbols and abbreviations see Chart No. 1

**BRIDGE AND OVERHEAD CABLE CLEARANCES.** When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

#### PLANE OF REFERENCE OF THIS CHART (Low Water Datum)

Depths lakeward of the controlling lock ..... 576.2 ft

Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

Depths lanward of the controlling lock ..... 576.2 ft

Referred to mean water level at Father Point (Pointe au Pierre), Quebec, International Great Lakes Datum (1955)

**AUTHORITIES.** Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.



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14928

87°42'

CONTINUED ON CHART 14926

87°41'

87°40'

41° 56'

41° 55'

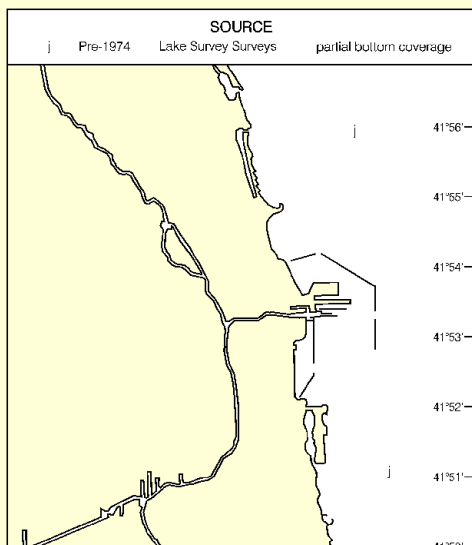
**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— — — — — Pipeline Area  
~~~~~ Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.



Joins page 8

Printed at reduced scale.

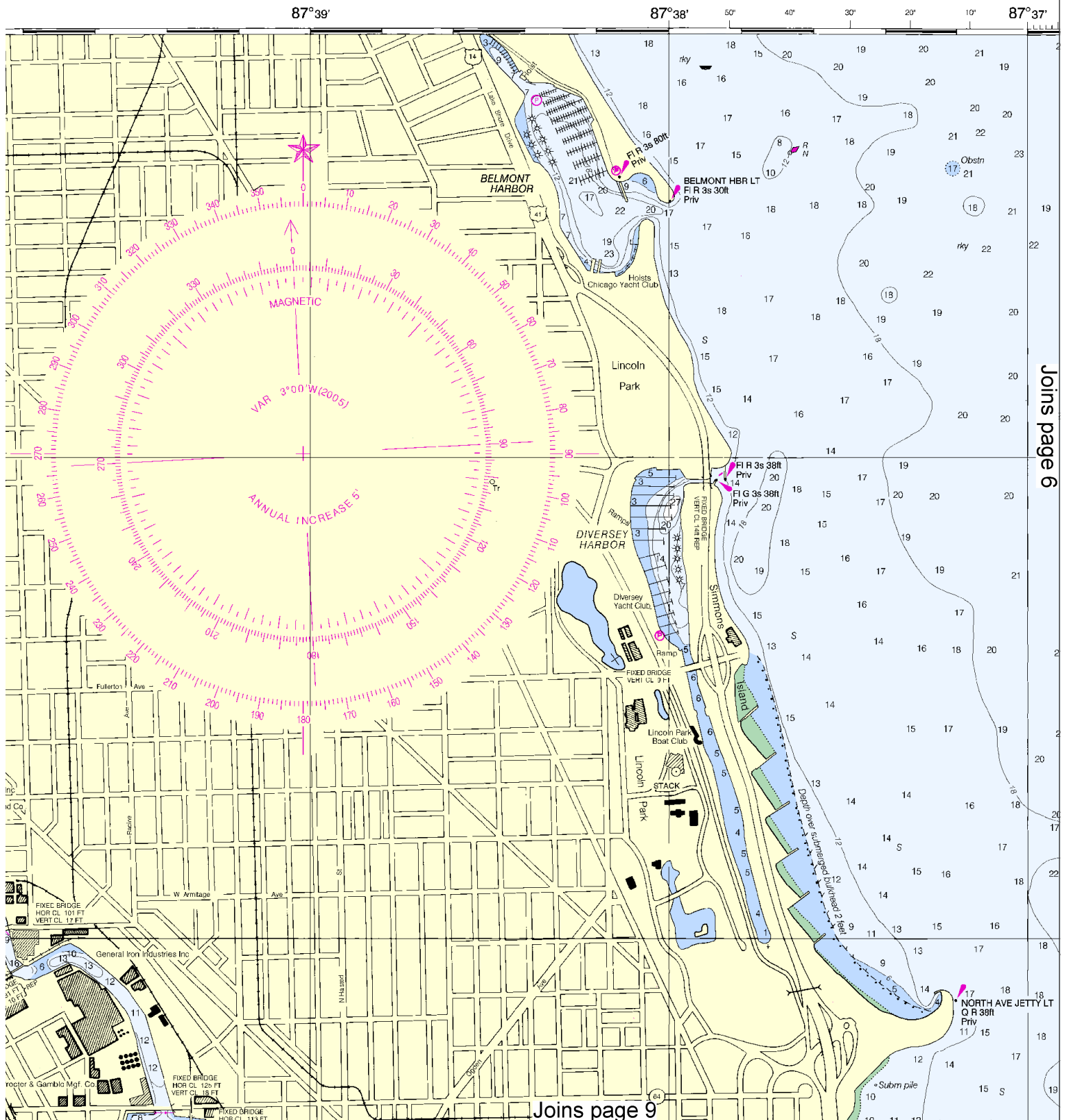
SCALE 1:15,000
Nautical Miles

See Note on page 5.

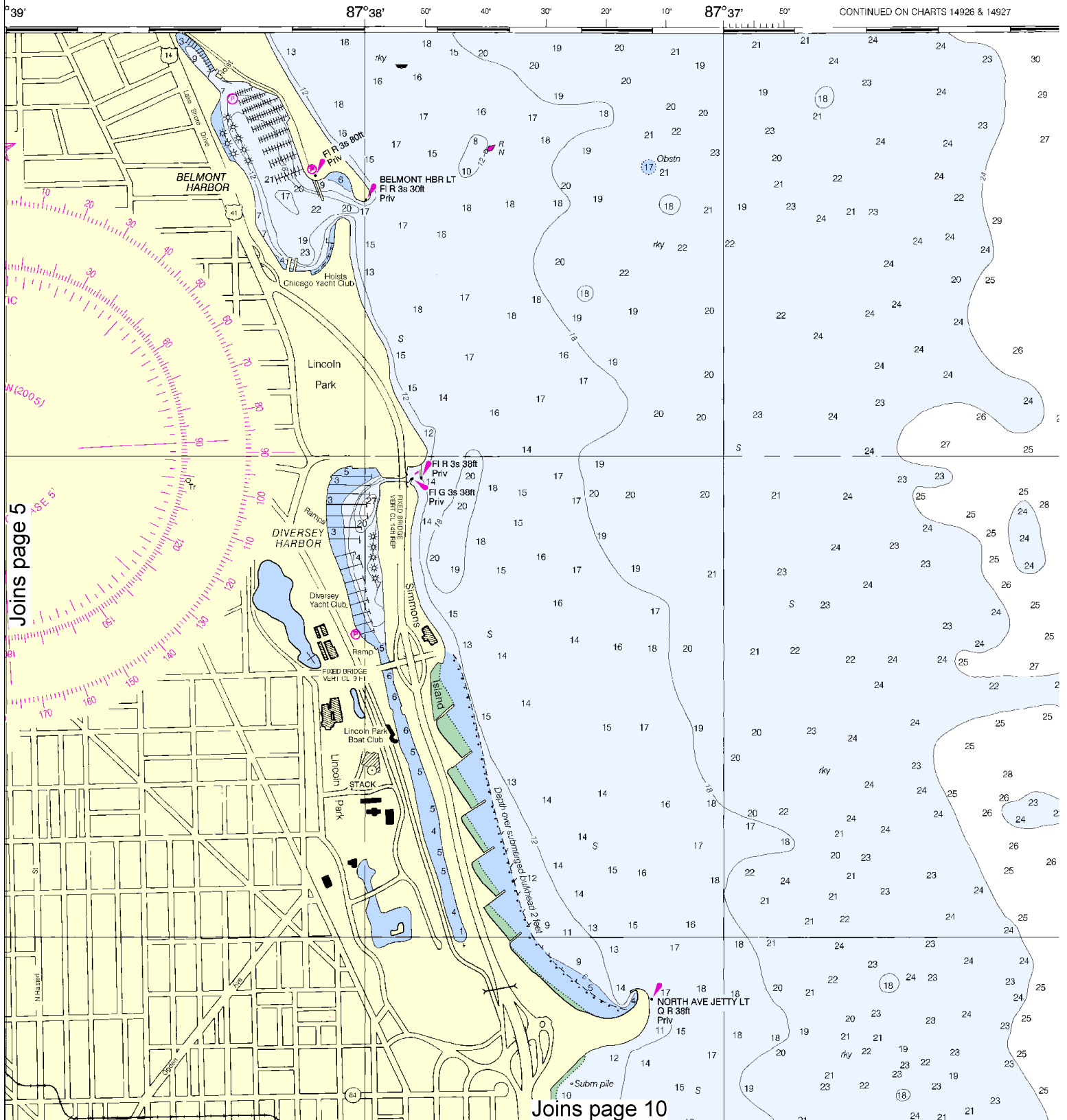
Yards
500 0 500 1000 1500

4

North



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:20000. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



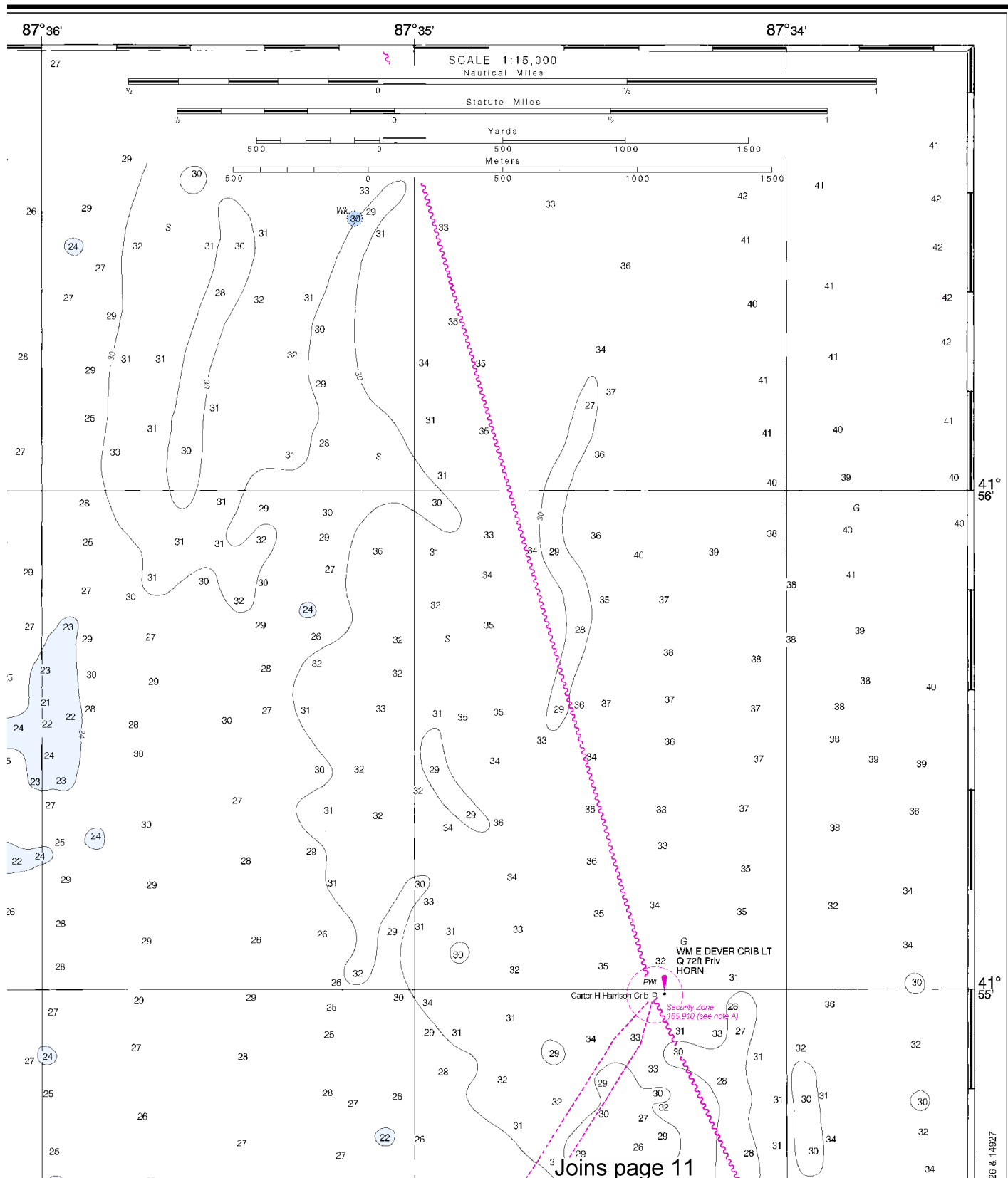
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

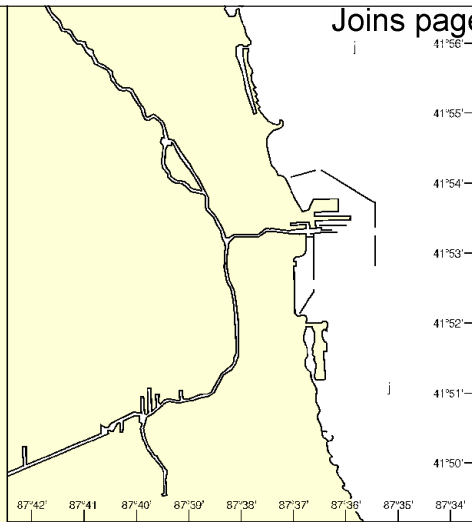


14928

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.



Joins page 4



SOURCE DIAGRAM
Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.



UNITED STATES-GREAT LAKES
LAKE MICHIGAN-ILLINOIS

CHICAGO HARBOR

Polyconic Projection
Scale 1:15,000

North America Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)

Depths lakeward of the controlling lock 576.2 ft
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1965).
Depths landward of the controlling lock 576.2 ft
Referred to mean water level at Father Point (Pointe au Pierre), Quebec, International Great Lakes Datum (1955)

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line of or near the middle of the course.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 8.

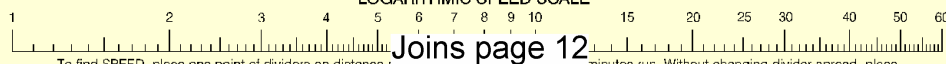
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

LOGARITHMIC SPEED SCALE



Joins page 12

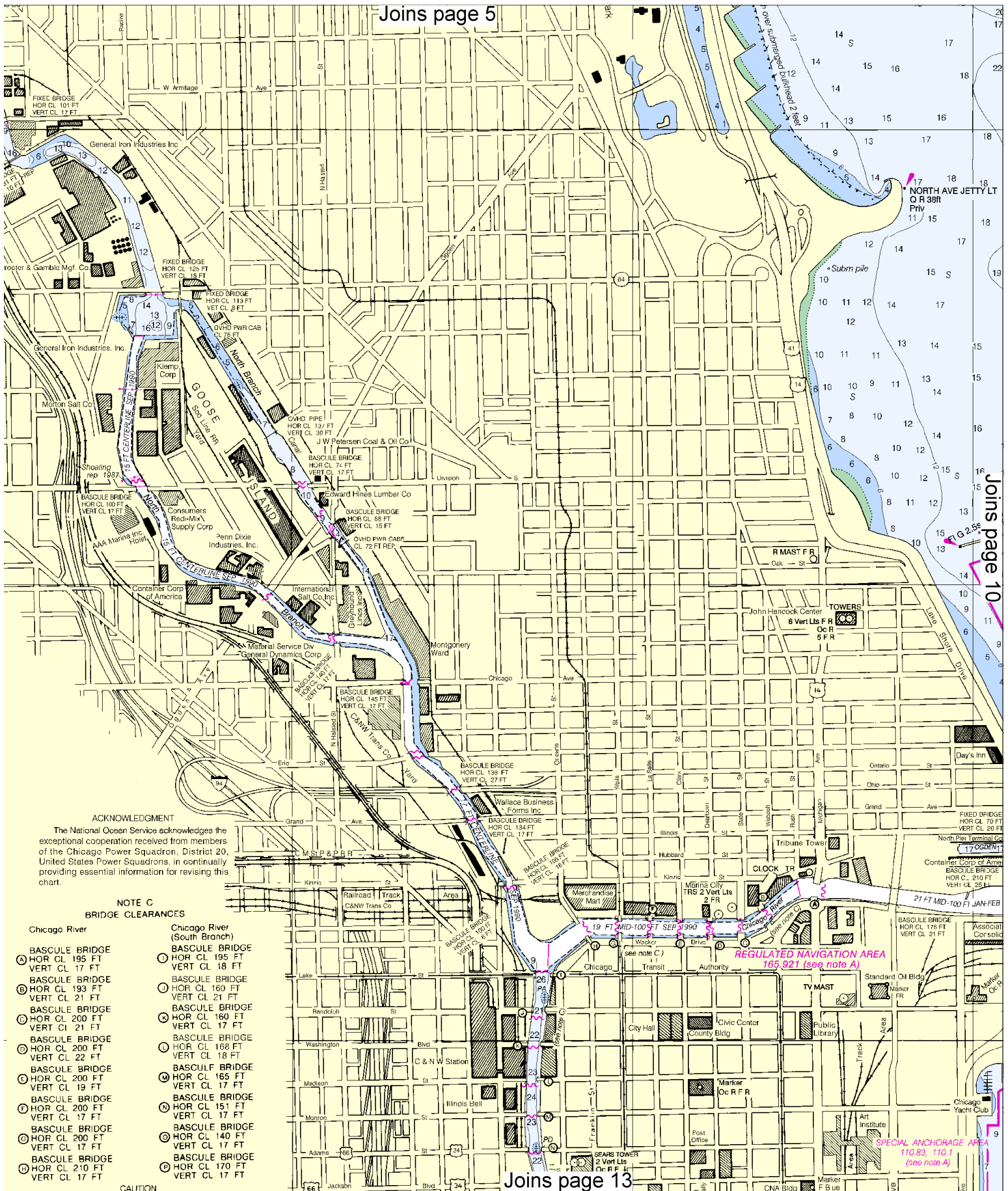
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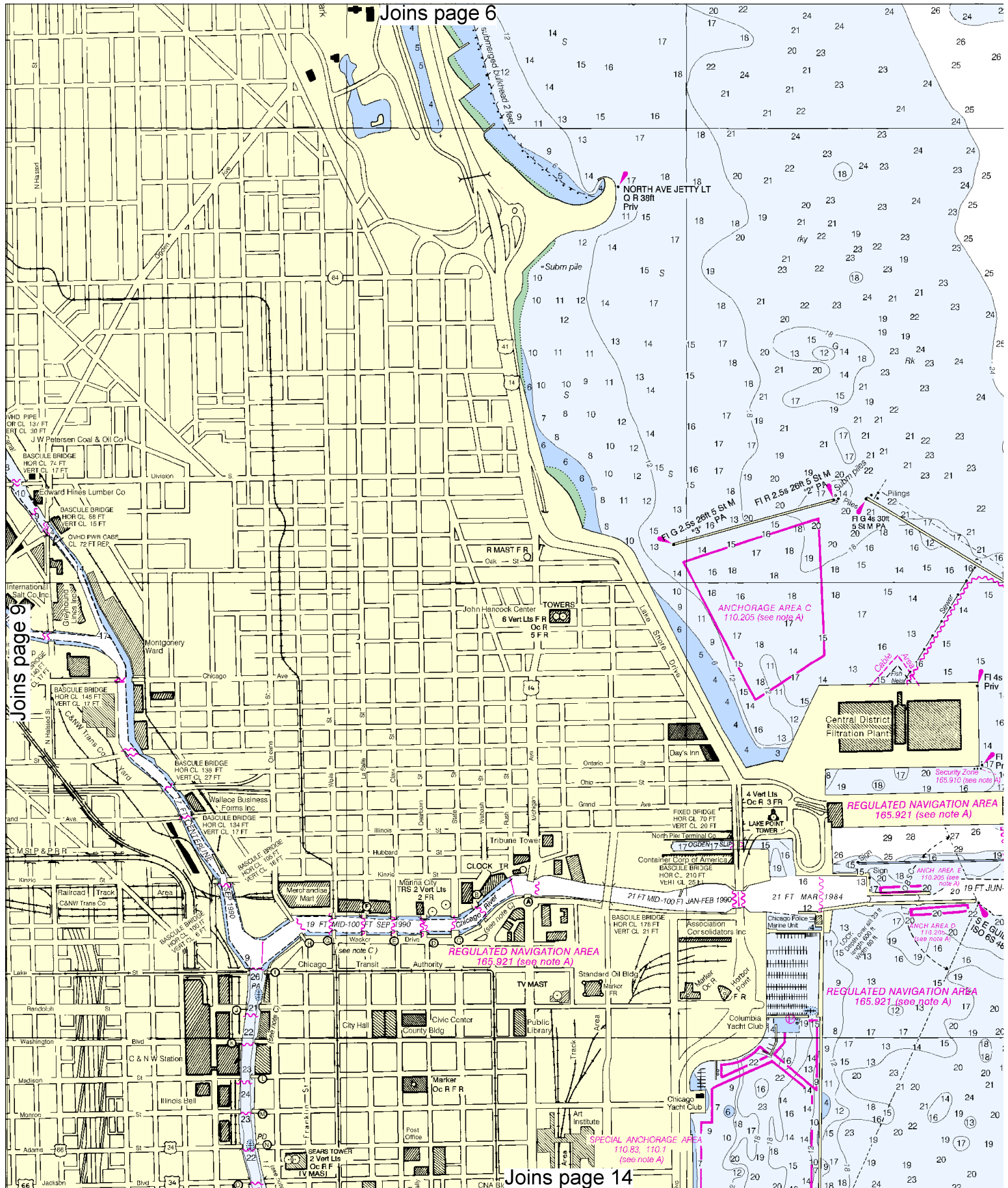
SCALE 1:15,000
Nautical Miles

See Note on page 5.

8





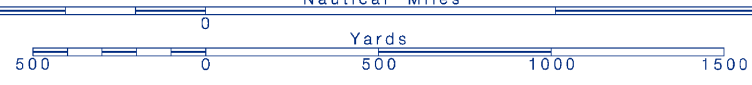


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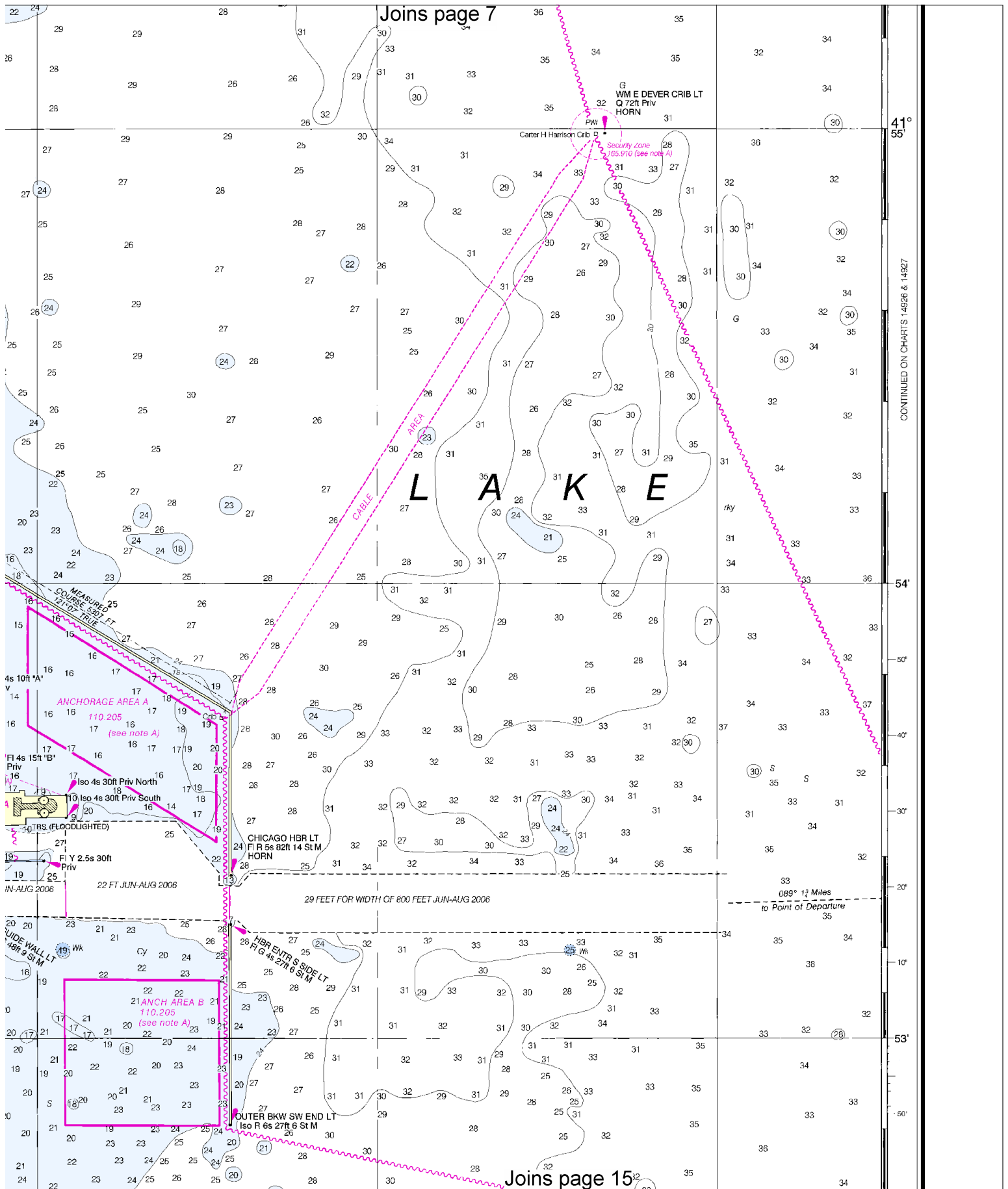


Printed at reduced scale. — SCALE 1:15,000 —
Nautical Miles

See Note on page 5.



Joins page 7



CONTINUED ON CHARTS 14926 & 14927

Joins page 15

Joins page 8

departure. The true bearing between any two points on this chart is the angle of its intersection with a meridian line of or near the middle of the course.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

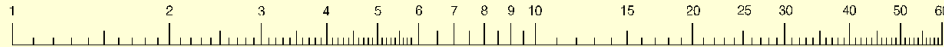
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AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
POTABLE WATER INTAKE

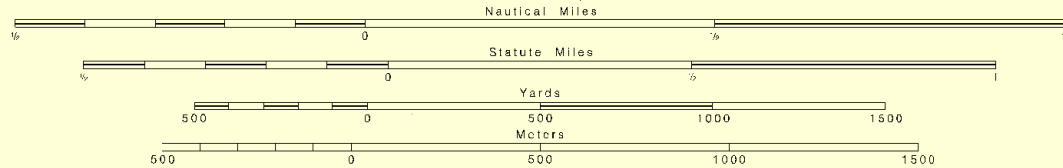
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LOGARITHMIC SPEED SCALE

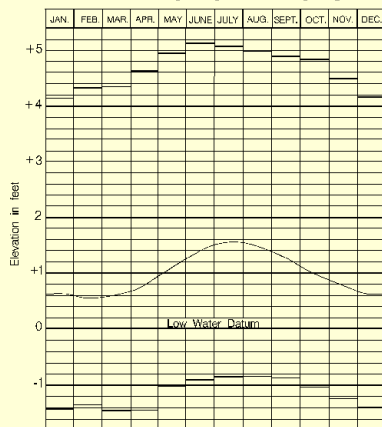


To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:15,000



LAKE MICHIGAN - HURON



Average levels (1995-2004)
Extreme Levels (period of record)
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.003" southward and 0.371" westward to agree with this chart.

Pump-out facilities

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

Cook County Dept of Correction

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

| | | |
|------------------|--------|-------------|
| Chicago, IL | KWO-39 | 162.550 MHz |
| Crystal Lake, IL | KXI-41 | 162.500 MHz |
| Lockport, IL | KZZ-81 | 162.425 MHz |

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-9802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Chicago, Illinois.

Refer to charted regulation section numbers.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Chicago, Ill.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Joins page 16

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



12



NOTE C
BRIDGE CLEARANCES

Chicago River

- ① BASCULE BRIDGE
HOR CL 195 FT
VERT CL 17 FT
- ② BASCULE BRIDGE
HOR CL 193 FT
VERT CL 21 FT
- ③ BASCULE BRIDGE
HOR CL 200 FT
VERT CL 21 FT
- ④ BASCULE BRIDGE
HOR CL 200 FT
VERT CL 22 FT
- ⑤ BASCULE BRIDGE
HOR CL 200 FT
VERT CL 19 FT
- ⑥ BASCULE BRIDGE
HOR CL 200 FT
VERT CL 17 FT
- ⑦ BASCULE BRIDGE
HOR CL 200 FT
VERT CL 17 FT
- ⑧ BASCULE BRIDGE
HOR CL 210 FT
VERT CL 17 FT

- ① BASCULE BRIDGE
HOR CL 195 FT
VERT CL 18 FT
- ② BASCULE BRIDGE
HOR CL 160 FT
VERT CL 21 FT
- ③ BASCULE BRIDGE
HOR CL 160 FT
VERT CL 17 FT
- ④ BASCULE BRIDGE
HOR CL 168 FT
VERT CL 18 FT
- ⑤ BASCULE BRIDGE
HOR CL 165 FT
VERT CL 17 FT
- ⑥ BASCULE BRIDGE
HOR CL 151 FT
VERT CL 17 FT
- ⑦ BASCULE BRIDGE
HOR CL 140 FT
VERT CL 17 FT
- ⑧ BASCULE BRIDGE
HOR CL 170 FT
VERT CL 17 FT

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

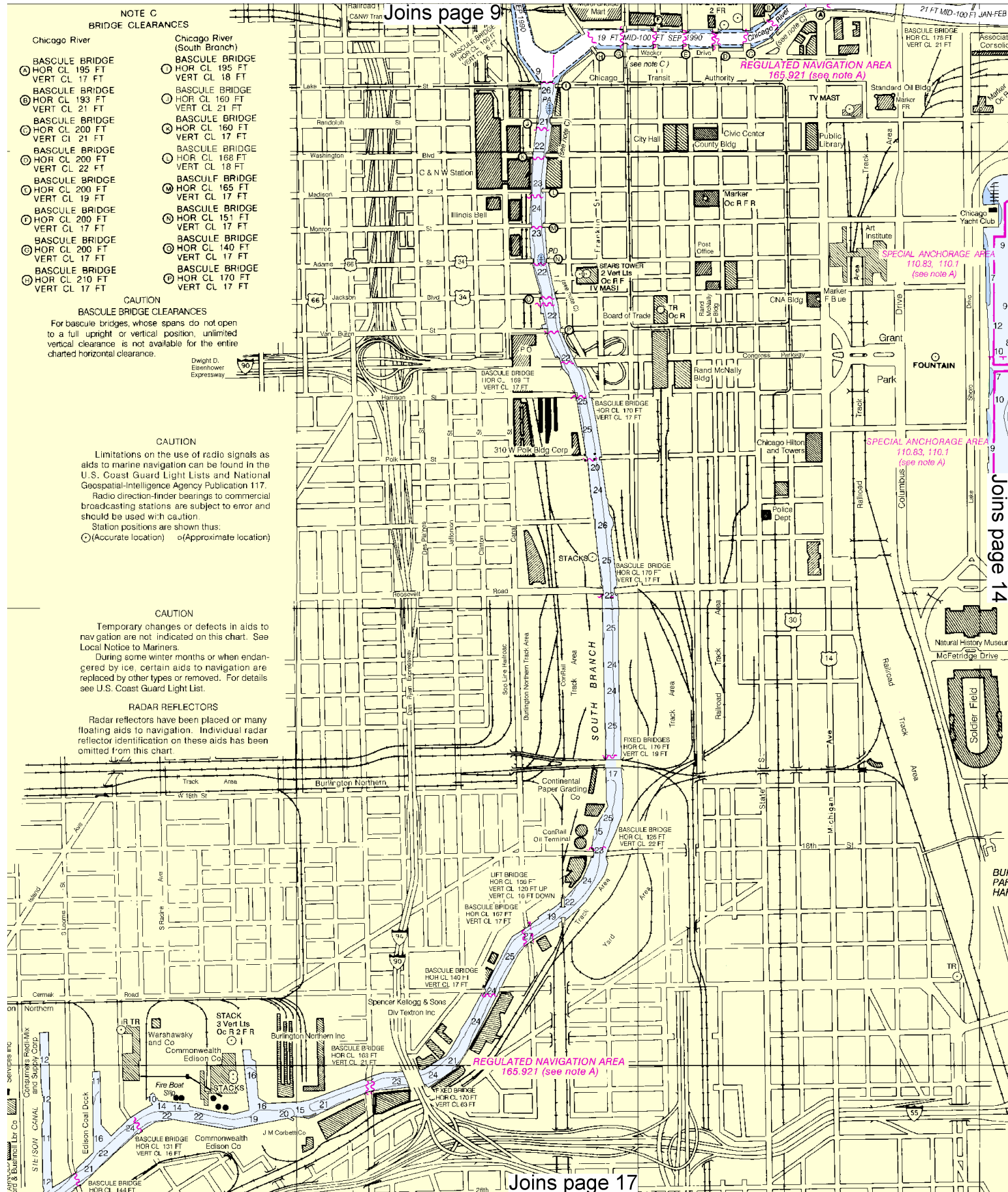
CAUTION

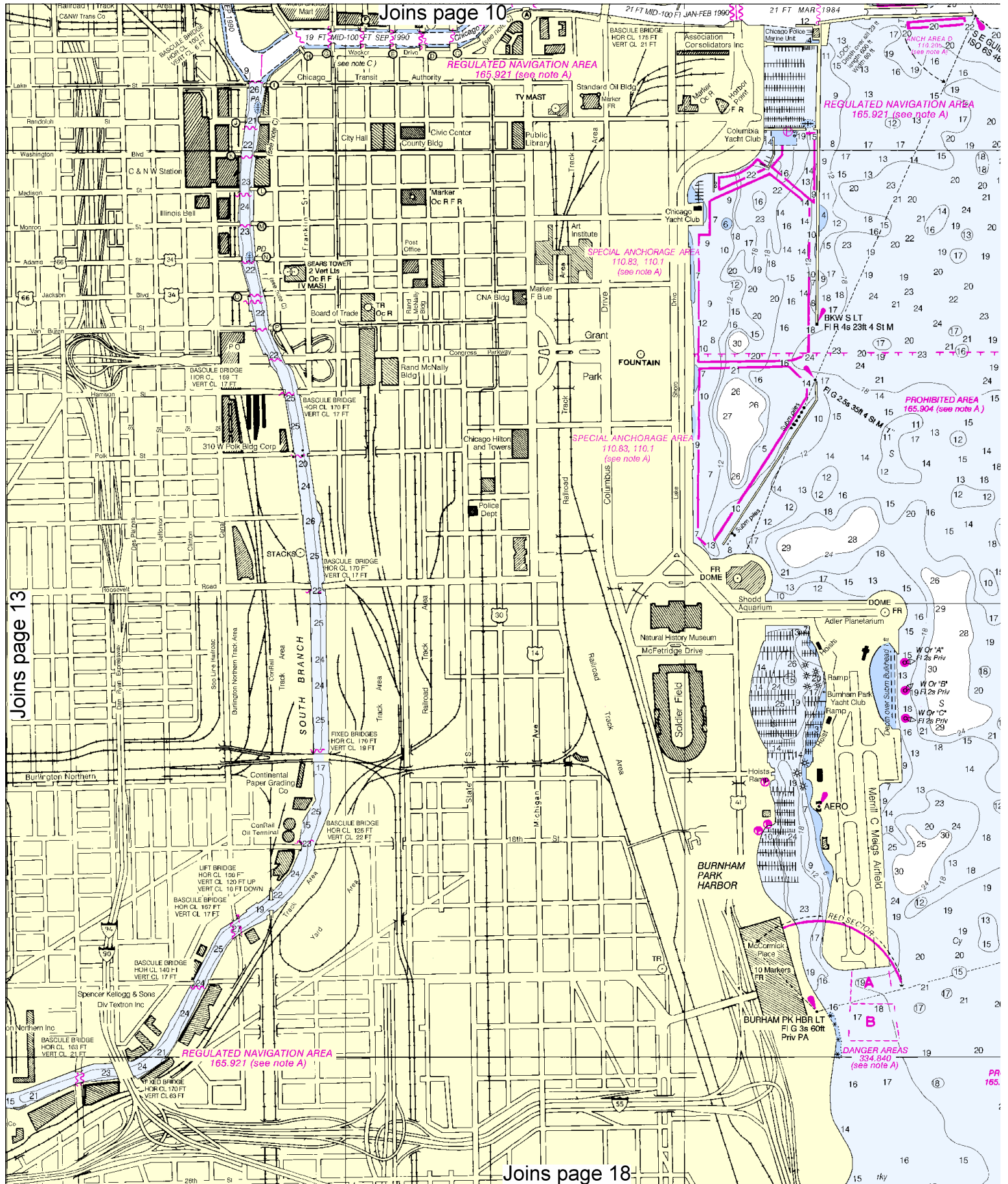
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed or many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.





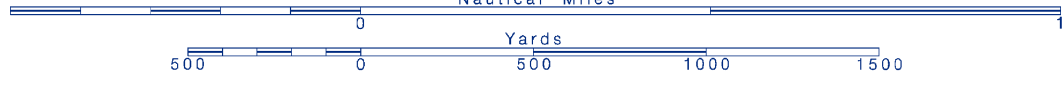
14

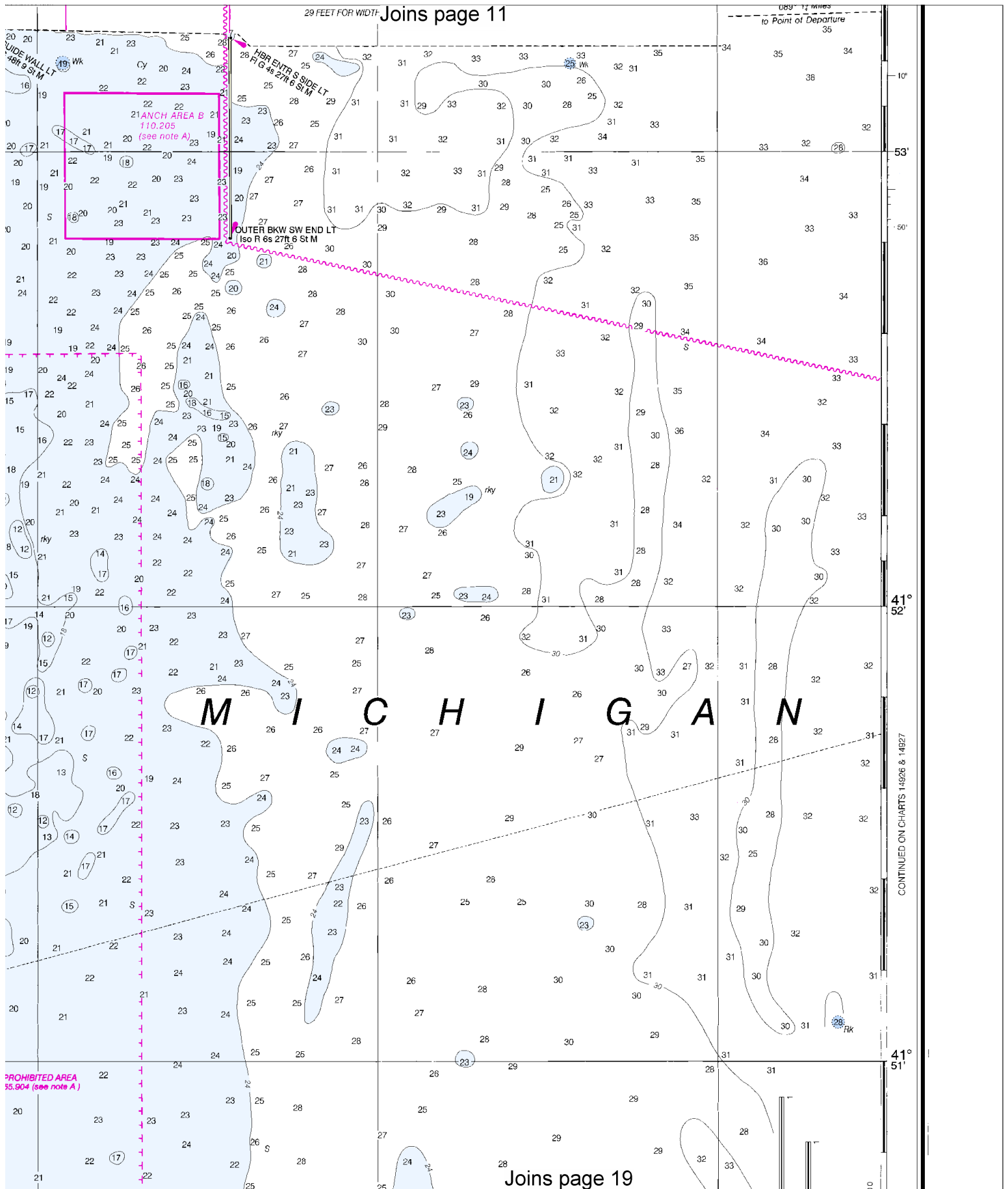


Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.






The Channel Logbooks and the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Chicago, Ill.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.003" southward and 0.371" westward to agree with this chart.

 Pump-out facilities

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

Cook County Dept of Correction

41° 51'

41° 50'

CONTINUED ON ILLINOIS WATERWAY CHART BOOKLET

87°42'

87°41'

87°40'

22nd Ed., Apr./05 ■ Corrected through NM Apr. 30/05
Corrected through LNM Apr. 19/05

14928

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN

16

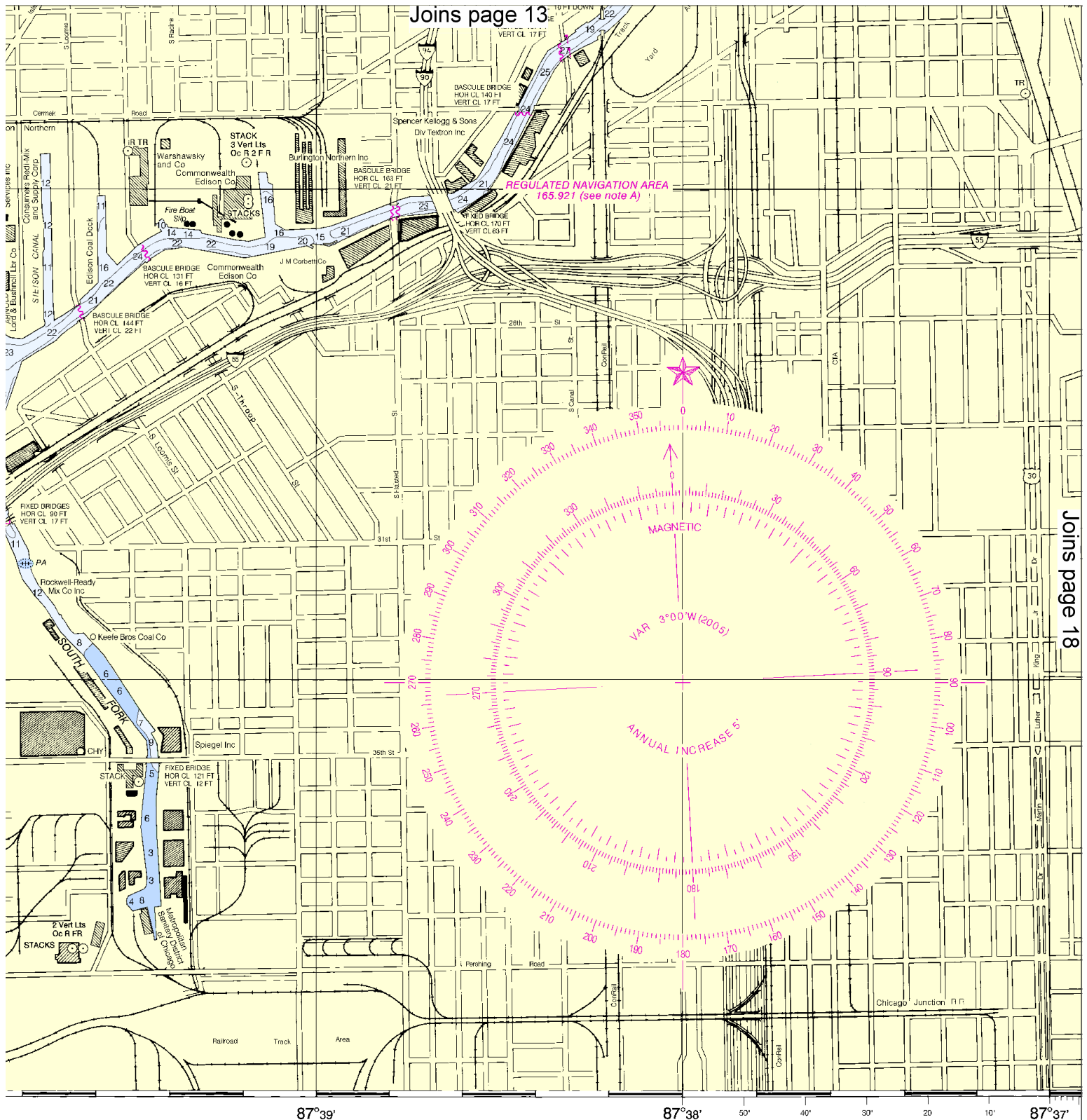


Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

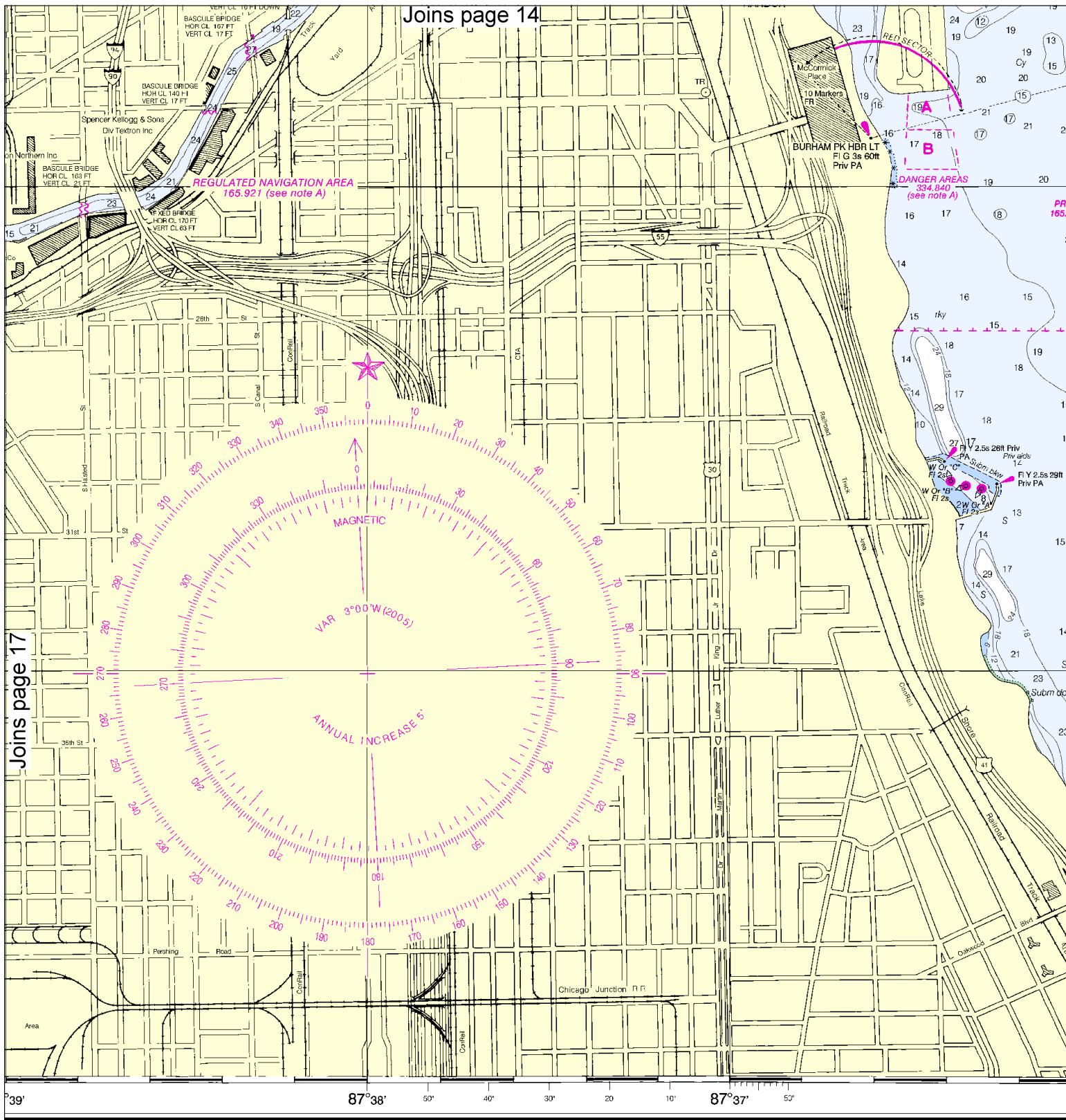
Yards
500 0 500 1000 1500



FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-
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COAST SURVEY

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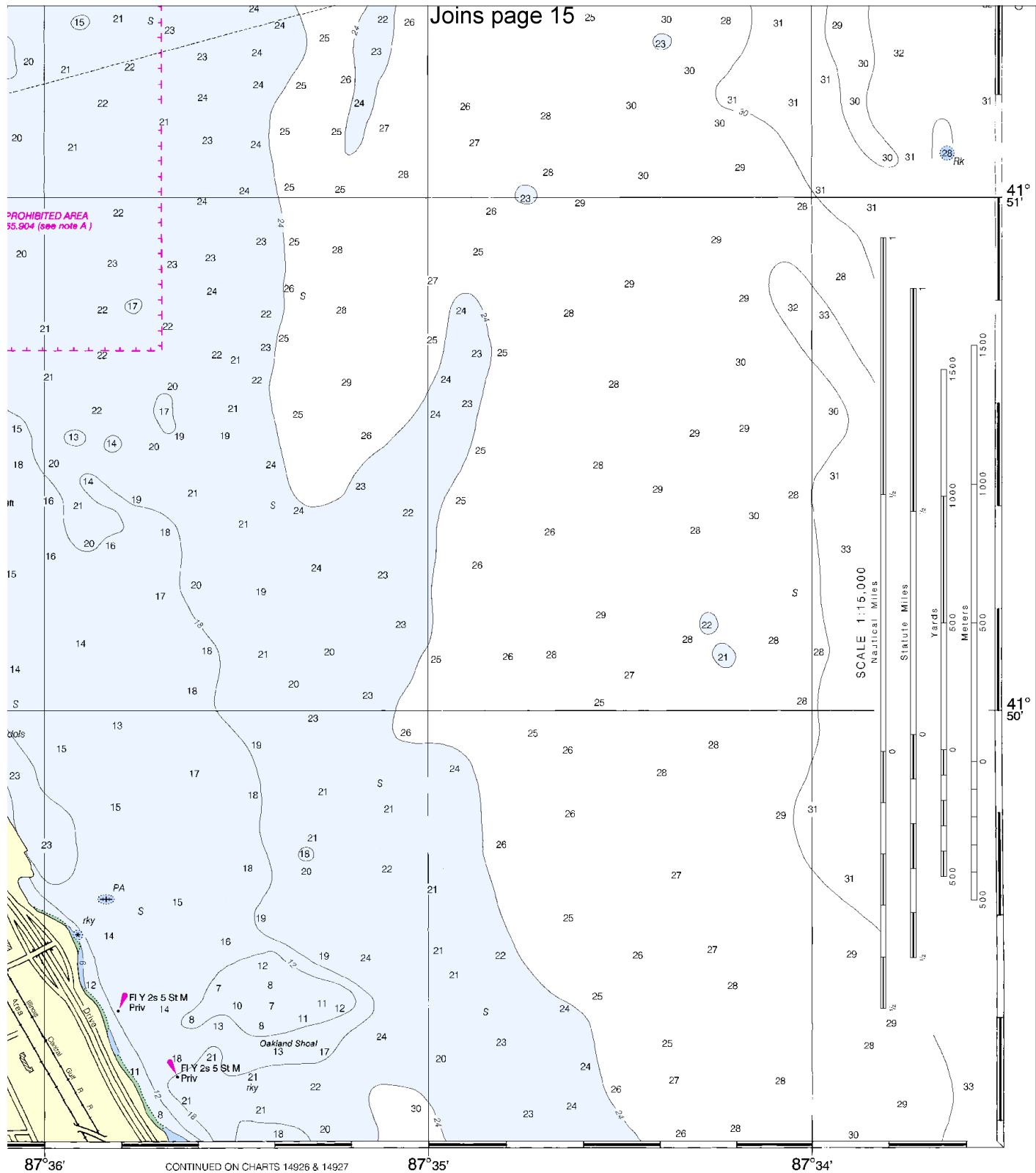
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



Joins page 15



| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117

Coast Guard S & R (Milwaukee) – 414-747-7182

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.